

2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
141
City of Bedford

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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City of Bedford

Route		Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Bedford																	
43	South Street	0.96	1800	G	From:	SCL Bedford				C	0.108	F	0.58	1900	G	2003	
					To:	SR 43 P Talbott St											
43	South Street	0.14	1100	G	From:	97%	0%	1%	0%	0%	C	0.111	F	0.669	1200	G	2003
					To:	97%	1%	1%	0%	0%							
Combined Traffic:			1800	G		97%	1%	1%	0%	0%	F	NA			1900	G	
43	South Street	0.06	700	G	From:	Washington St				F	0.13	F		740	G	2003	
					To:	97%	1%	1%	0%								1%
Combined Traffic:			1700	G		97%	1%	1%	0%	1%	F	NA			1800	G	
43	Bus 460 E Main St	0.08	6600	G	From:	Main St				F	0.094	F	0.588	7000	G	2003	
					To:												
43	221 N Bridge St	0.16	6000	G	From:	RT 460 BUS & RT 221				F	0.090	F	0.63	6300	G	2003	
					To:	95%	1%	2%	1%								1%
43	221 N Bridge St	0.11	9100	G	From:	BEDFORD AVE				C	0.087	F	0.569	9700	G	2003	
					To:	95%	1%	2%	1%								1%
43	Peaks Street	0.62	3400	G	From:	RT 221				F	0.097	F	0.502	3600	G	2003	
					To:	N Bridge St											
43	Peaks Street	0.94	3000	G	From:	Laurel St				C	0.096	F	0.558	3200	G	2003	
					To:	NCL Bedford											
43	Talbot Street	0.05	690	G	From:	South Street				F	0.091	F	0.575	730	G	2003	
					To:	97%	1%	1%	1%								1%
Combined Traffic:			1800	G		97%	1%	1%	0%	0%	F	NA			1900	G	
43	Otey Street	0.14	1000	G	From:	Otey Street				C	0.111	F	0.589	1100	G	2003	
					To:	Talbot St											
Combined Traffic:			1700	G		97%	1%	1%	0%	1%	F	NA			1800	G	
122	Burks Hill Rd	0.54	9400	G	From:	Bus US 460 E Main St				F	0.09	F	0.625	10000	G	2003	
					To:												
122	460	0.94	18000	G	From:	SCL Bedford				F	0.078	F	0.535	19000	G	2003	
					To:	87%	1%	1%	2%								9%
122	Bus 460 E Main St	0.20	6300	N	From:	US 460				N	0.092	N	0.597	6700	N	2003	
					To:	96%	1%	2%	0%								1%
122	Independence Blvd	1.02	9500	G	From:	E MAIN ST				F	0.089	F	0.575	10000	G	2003	
					To:	92%	1%	3%	1%								3%
122	Independence Blvd	0.29	9500	G	From:	Orange St				C	0.094	F	0.562	10000	G	2003	
					To:	92%	1%	3%	1%								3%
122	Independence Blvd	0.50	8300	G	From:	Dawn Dr				F	0.090	F	0.519	8800	G	2003	
					To:	92%	1%	3%	1%								3%
122	Longwood Ave	0.65	5200	G	From:	Longwood Ave				C	0.119	F	0.519	5500	G	2003	
					To:	Independence Ave											
122	Longwood Ave	0.65	5200	G	From:	Independence Ave				C	0.119	F	0.519	5500	G	2003	
					To:	92%	2%	3%	0%								2%
122	Crenshaw St	0.96	5100	G	From:	NCL Bedford				C	0.096	F	0.558	5400	G	2003	
					To:	US 460											
122	Bus 221 W Main St	0.19	7000	G	From:	W Main St				F	0.092	F	0.519	7400	G	2003	
					To:												
122	Bus 221 N Bridge St	0.16	6000	G	From:	N BRIDGE ST				F	0.090	F	0.63	6300	G	2003	
					To:	E MAIN ST											
122	Bus 221 N Bridge St	0.16	6000	G	From:	BEDFORD AVE				F	0.090	F	0.63	6300	G	2003	
					To:												

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Bedford																
Bus 122 221	N Bridge St	0.11	9100	G	From: 95%	BEDFORD AVE				C	0.087	F	0.569	9700	G	2003
Bus 122 221	Longwood Ave	0.71	8400	G	To: 95%	PEAKS ST				F	0.096	F	0.540	8900	G	2003
Bus 122 221	Longwood Ave	0.47	10000	G	To: 96%	OAKWOOD ST				C	0.093	F	0.508	11000	G	2003
					From: 96%	FOREST RD										
221 460		0.67	21000	G	To: 87%	WCL Bedford				F	0.077	F	0.603	21000	G	2003
221		0.33	8000	N	From: 97%	US 460 OLD TNPK RD				N	0.088	N	0.552	8500	N	2003
221		0.68	8000	G	To: 97%	Oakcrest St				C	0.088	F	0.552	8500	G	2003
221	W Main St	0.07	6000	G	From: 97%	4th St				F	0.096	F	0.501	6400	G	2003
221	W Main St	0.19	7000	G	To: 97%	Crenshaw St				F	0.092	F	0.519	7400	G	2003
221	N Bridge St	0.16	6000	G	To: 95%	N Bridge St E Main St				F	0.090	F	0.63	6300	G	2003
221	N Bridge St	0.11	9100	G	From: 95%	Bedford Ave				C	0.087	F	0.569	9700	G	2003
221	Longwood Ave	0.71	8400	G	To: 95%	Peaks St				F	0.096	F	0.540	8900	G	2003
221	Longwood Ave	0.47	10000	G	From: 96%	Oakwood St				C	0.093	F	0.508	11000	G	2003
221	Forest Rd	0.68	5800	G	To: 93%	Forest Road Longwood Ave				C	0.095	F	0.512	6100	G	2003
					From: 93%	ECL Bedford										
460		0.67	21000	G	To: 87%	WCL Bedford				F	0.077	F	0.603	21000	G	2003
460		0.18	14000	G	From: 87%	US 221				F	0.081	F	0.585	14000	G	2003
460		0.90	15000	G	To: 87%	ECL Bedford WCL Bedford				F	0.078	F	0.557	15000	G	2003
460		0.94	18000	G	From: 87%	ECL Bedford SCL Bedford				F	0.078	F	0.535	19000	G	2003
460		0.28	19000	G	To: 87%	SR 122, US 221, Bus US 460				F	0.076	F	0.533	20000	G	2003
					From: 87%	ECL Bedford										
Bus 460 221		0.33	8000	N	To: 97%	US 460 Old Tnpk Rd				N	0.088	N	0.552	8500	N	2003
Bus 460 221		0.68	8000	G	From: 97%	Oakcrest St				C	0.088	F	0.552	8500	G	2003
Bus 460 221	W Main St	0.07	6000	G	To: 97%	4th St				F	0.096	F	0.501	6400	G	2003
Bus 460 221	W Main St	0.19	7000	G	From: 97%	Crenshaw St				F	0.092	F	0.519	7400	G	2003
					To: 97%	N Bridge St										

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							2Axle	3+Axle	1Trail	2Trail							
City of Bedford																	
Bus 460	E Main St	0.08	6600	G	From: 96%	To: 1%	N Bridge St				F	0.094	F	0.588	7000	G	2003
Bus 460	E Main St	0.27	7400	G	From: 96%	To: 1%	South St				F	0.096	F	0.548	7800	G	2003
Bus 460	E Main St	0.71	6300	G	From: 96%	To: 1%	Orange St				C	0.092	F	0.597	6700	G	2003
Bus 460	E Main St	0.20	6300	N	From: 96%	To: 1%	US 221, SR 122				N	0.092	N	0.597	6700	N	2003
					From: 96%	To: 1%	US 460										
1	4th Street	0.20	NA		From: 96%	To: 1%	Bedford Ave					NA			NA		
					From: 96%	To: 1%	College Ave										
1	College Street	0.14	NA		From: 96%	To: 1%	Bedford Ave					NA			NA		
					From: 96%	To: 1%	SR 43										
2	Dawn Dr	0.63	1100	G	From: 93%	To: 0%	Park St				C	0.141	F	0.536	1200	G	2003
					From: 93%	To: 0%	Independence Blvd										
3	Orange St	0.39	870	G	From: 89%	To: 1%	Grove St				C	0.116	F	0.517	930	G	2003
3	Orange St	1.47	1000	G	From: 89%	To: 1%	Gold Rd				F	0.124	F	0.62	1100	G	2003
					From: 89%	To: 1%	ECL Bedford										
4	Otey St	0.27	520	G	From: 93%	To: 3%	South St				F	0.12	F	0.526	550	G	2003
					From: 93%	To: 3%	Talbot St										
5	Bridge St	0.07	1900	G	From: 93%	To: 3%	Washington St				C	0.100	F	0.526	2000	G	2003
					From: 93%	To: 3%	W Main St										
6	Whitfield Rd	0.61	2100	G	From: 97%	To: 0%	SR 43 Peaks St				C	0.097	F	0.595	2300	G	2003
					From: 97%	To: 0%	Oakwood St										
3050	Washington St	0.21	1900	G	From: 98%	To: 1%	W Main St				C	0.111	F	0.713	2000	G	2003
3050	Washington St	0.25	2400	G	From: 98%	To: 1%	Crenshaw St				F	0.103	F	0.604	2500	G	2003
3050	Washington St	0.07	1400	G	From: 98%	To: 1%	South St										
3050	Washington St				From: 98%	To: 1%	SR 43 South St				F	0.117	F	0.645	1500	G	2003
3050	Washington St				From: 98%	To: 1%	Otey St										
3051	Link Rd	0.58	2800	G	From: 95%	To: 1%	SCL Bedford				C	0.089	F	0.562	3000	G	2003
					From: 95%	To: 1%	E Main St										
3052	4th Street	0.15	7200	G	From: 97%	To: 1%	W Main St				C	0.101	F	0.58	7600	G	2003
3052	Bedford Ave	0.10	5500	G	From: 97%	To: 1%	Bedford Ave										
3052	Bedford Ave				From: 97%	To: 1%	4Th St				C	0.098	F	0.559	5800	G	2003
3052	Bedford Ave	0.20	4700	G	From: 97%	To: 1%	2Nd St				F	0.105	F	0.645	5000	G	2003
3052	Jackson St	0.24	1000	G	From: 92%	To: 0%	N Bridge St				C	0.150	F	0.669	1100	G	2003
3052	Jackson St				From: 92%	To: 0%	Grove St										
3052	Grove St	0.28	1800	G	From: 93%	To: 1%	Jackson St				C	0.121	F	0.596	1900	G	2003
					From: 93%	To: 1%	Orange St										

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City of Bedford																
(3052) Orange St	0.08	1600	G	From:	Grove St					F	0.108	F	0.574	1700	G	2003
				To:	E Main St											
(3054) McGhee St	0.54	470	G	From:	Orange St					C	0.11	F	0.565	500	G	2003
				To:	Forest Rd											
(3059) Park Street	0.30	NA		From:	141-2 Gap Terminus Greenwood St						NA			NA		
				To:	US 221											
(3061) Oakwood St	0.59	4100	G	From:	Longwood Ave					C	0.089	F	0.507	4400	G	2003
				To:	Whitfield Rd											
Baltimore Ave		310	G	From:	Oak St						0.124	F	0.535	330	G	2003
				To:	Park St											
Pinecrest Ave		500	G	From:	Mayberry Dr						0.094	F	0.543	530	G	2003
				To:	Morgan St											
Shady Knoll Ave		370	G	From:	Longwood Ave						0.111	F	0.560	390	G	2003
				To:	Dawn Dr											